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C. A. MENET, Representative.



WEDNESDAY, AUGUST 4, 1909.

## THE PUBLIC UTILITIES QUESTION

The vote on the public utilities question in the State Senate was very close. Had Senator Holzer been present, the motion to substitute the minority for the majority report would have been a tie, and the presiding officer, Senator Brooks of Torrington, would have been compelled to break it. As he is an officer in a public service corporation, his vote would probably have been in the negative.

The other Bridgeport Senators, Messrs. Arnold and Manwaring, voted for the substitution, and then against the majority report.

## NOT SETTLED UNTIL

SETTLED ARIGHT

The present or Dingley tariff has been in effect twelve years. It is extremely doubtful if the new tariff will survive so long as did its predecessor. Not for a half century have the people been so awakened to the enormities of high protection—the policy which enriches the few and impoverishes the many—as they are now. It is the high and steadily increasing cost of living which has directed popular thought to the tariff question. We are told by some political economists that this is due to the increasing production of gold, and it is a fact that this may exercise some influence, but not nearly enough to account for the steady increase in the prices of necessities of life. Consumers have come to believe—rightly, in our judgment—that high tariff duties constitute the main cause.

Such being the case, they will not accept the conference report ending the matter for a lengthy period. The tariff question will undoubtedly be a prominent, if not the paramount, issue in the Congressional elections of 1910 and the Presidential election of 1912. Even if the consumers of the East were willing to let the matter rest, those of the Middle West would not consent.

The conference report authorizes the employment of experts by the President to investigate and report to him, and the annex responsibility for him are therefore likely to deal more specifically with tariff duties than has heretofore been the case. Future tariff revision may, in this way, be accomplished a schedule or less at a time, instead of the entire tariff being revised at one session of Congress. And such action must be downward, or the people will be heard from with unmistakable emphasis.

One of the arguments used by the advocates of tariff revision downward, was that unless their demands were granted, Roosevelt would be the Republican Presidential candidate in 1912. This was somewhat in the nature of a threat that the several Mid-West States whose representatives in Senate and House so steadily antagonized the Aldrich increases in duties, would send Roosevelt delegations to the next Republican National convention if the Aldrich duties should be adopted. As most of them appear in the conference report, the question now is whether or not this threat will be carried out.

Seismologists have not yet been able to predict the occurrence of earthquakes but are hopeful of eventual ability to foretell both date and approximate location. There are, it seems, always gentle pulsations of the earth's surface, and the extent of the seismologist's present ability is to predict danger somewhere whenever these pulsations suddenly cease. This condition invariably precedes an earthquake. The value of even approximately accurate predictions as to date and place, cannot be overestimated. They could not prevent property losses, but they would undoubtedly save the lives of very many who persist in remaining within known earthquake districts.

In a published statement, John N. Ina, chairman of the committee on paper of the American Newspaper Publishers' Association, places upon President Taft a duty of \$3.75 per ton on print paper instead of the \$2 rate voted by the House. He says:

The Senate raised the rate to \$4 per ton and the conferees had substantially agreed on a compromise rate of \$3 per ton, when the conferees announced to congressional callers on or about Saturday, July 24, that a \$4 rate was necessary for the application of the protection principle to print paper. The President made this announcement without that full and impartial ascertainment of cost to which the consumers were entitled and in disregard of numerous and voluntary assurances that he had given in favor of the lower rate.

According to this statement, President Taft, accepting the \$4 rate, not only failed to ascertain the cost of

production, but also repudiated his own previous assurances in support of the \$2 rate. This amounts to a charge of bad faith.

Prohibition, it appears, does not merely lessen the revenues of towns and cities by depriving them of license moneys; it also cuts down the U. S. government's revenue from tax receipts. During the fiscal year ended on March 3, there was a decrease of over \$5,500,000 in the government's receipts from whiskey tax receipts, and of over \$2,300,000 on beer tax receipts. These figures do not indicate any decrease in the consumption of whiskey and beer, but merely that "blind tigers," etc., which do not pay for licenses, have taken the place, in some sections, of saloons which pay license fees to both town and Federal governments. The man who craves stimulants, will somehow procure them, despite prohibitory laws.

## HOW EXPRESS COS. CONDUCT BUSINESS

Secretary of Postal League  
Compares Post Office  
Service.

## CONG. BENNETT'S BILL

James L. Cowles, secretary of the Postal Progress League, was in town yesterday for the purpose of visiting the officers of the Bridgeport Business Men's Association, whom he desires to interest in the postal bill introduced by Congressman Bennett of New York, which provides for a limited service by parcels post. Mr. Cowles expects Bridgeport merchants to be especially interested in the clause of the bill which provides for a local service on rural routes.

Incidentally Mr. Cowles furnished to the Farmer some interesting comparisons between the rates charge by the U. S. post office, the rates charge by express companies, and the relations existing between the postal service of the United States and the rest of the world under the parcel post conventions with the nations of Europe. Mr. Cowles' communication follows:

The express system of discriminating in favor of large towns and against small towns, of large dealers against small dealers, is clearly set forth by the Interstate Commerce Commission in the case of "The Boise Commercial Club of Boise, Idaho, vs. The Adams Express Co. and others," decided June 23, 1909.

When either the point of origin or destination is an exclusive office of an express company, a "collect" parcel pays a rate which is 25 per cent. above the rate for a "prepaid" parcel. There are lines that handle it. When the entire service between the points of origin and destination is operated by a single company or by two or more companies, the "collect" parcel pays but one rate though handled by each of the different companies in its transit. The express rates apply to all "collect" parcels and to all parcels dispatched by the ordinary citizen whether the parcel is prepaid or collected, but "prepaid" parcels up to 25 pounds dispatched by manufacturers and dealers who give the express companies large and continuous business enjoy a special rate of one cent per ounce, the charge in no case to be less than 15 cents a package.

These rates, however, are forbidden to packages forwarded by "transient" shippers. Boise is an exclusive office of the Pacific Express Co., but New York City is not favored with its service. An 8 pound "collect" parcel from New York to Boise is therefore taxed \$2.29 by whomsoever dispatched and the parcel of the ordinary New York citizen pays the same rate whether the parcel is prepaid or collected. The "prepaid" packet of a large New York manufacturer or dealer, however, pays but \$1.23. If New York and Boise were served by the Pacific Express Co., the common rate between the two points would be \$1.20. If a parcel be shipped to Buffalo via any of the express companies between New York and Buffalo and thence by the Pacific Express Co. to Boise, the charge is \$1.70. If it be shipped by the Pacific Express Co. from New York to Boise, the total charge varies from \$1.75 to \$2.00.

Contrast this service of the private express companies of the U. S. with the public service of the post office under the parcel post conventions of the U. S. with the nations of Europe as determined by the postmaster general of the U. S. and with the advice and consent of the President March 9, 1909.

Under the rules of the Universal Postal Union each State keeps the postage it collects from its citizens. No State may increase its rates above those of the Union but any State may reduce its foreign rates at will, and international courtesy requires that whatever the postage, the fully prepaid parcel of a foreign State must be delivered free in the State of the addressee. New Zealand's prepaid 2 cent letters have been delivered free since 1891 although our administration continues to tax us five cents on our replies.

With a few exceptions the common weight limit of the international parcels post service of the world is eleven pounds. The common rate of the U. S. on her outboard parcels is 12 cents a pound, on the parcels of international courtesy the rate is 10 cents. The different countries of South America with whom we have conventions deliver our prepaid 12 cent-a-pound parcels to their addressees free of extra charge although they tax their own citizens, in some cases 25 cents a pound, on their parcels to the U. S. In the same spirit the U. S. delivers European full-paid parcels to their addressees in this country although the postage thereon is very much less than that paid on our parcels to those States.

FOREIGN PARCELS SERVICE

To and from all points in the United States. Common weight limit 11 pounds—Rate from the U. S. 12 cents a pound. From the United States to Europe 8 lbs. 98 cents—11 lbs. \$1.32.

From Germany, 6 lbs. 11 lbs. 65c 81c  
From Austria, 6 lbs. 86c 86c  
From Italy, 7 lbs. 79c 79c  
From Great Britain, 8 lbs. \$1.10  
From Norway, 7 lbs. 72c 72c  
From The Netherlands, 8 lbs. \$1.04

These rates are uniform for all persons and all places within the different countries regardless of distance, regardless of the character of the matter transported or of the amount of business.

Express Rates to Boise, Idaho.

The rates to Boise, Idaho, on 8 pound parcels vary from 30 cents for the shortest railway haul to \$2.00 or more. Boise being an exclusive point within the Pacific Express Co.'s jurisdiction it becomes impossible for the rates to Boise for a long distance are much less than for a shorter distance.

Ordinary rates on eight pound parcels to Boise:

From Buffalo, New York, 2,437 miles, \$1.20.  
From Corfu, New York, 2,453 miles, \$2.20.  
From Batavia, New York, 2,473 miles, \$2.20.  
From Cleveland, Ohio, 2,295 miles, \$2.20.

From Euclid, Ohio, 2,306 miles, \$2.20.  
From North Eaton, Ohio, 2,274 miles, \$2.10.

From New York city, over 2,800 miles, prepaid parcels dispatched by large manufacturers, \$1.23.

## DOMESTIC PARCELS POST.

The Congressional limitation of our domestic parcels service to four pound parcels at one-cent an ounce is necessary to divide 100 pounds of merchandise into two parcels with a total tax of \$1.23; eleven pounds into three parcels paying \$1.76. The one-cent-an-ounce rate is 100 per cent. higher than the old one-cent two-ounce rate of 1874 and it is 25 per cent. higher than the rate on our foreign bound parcels. It is about 100 per cent. higher than the rate on German parcels sent to the same address in this country. The refusal of Congress to insure our domestic parcels even when registered, throws the business even in the case of the prepaid parcels sent by large manufacturers and large dealers from New York to Boise, Idaho, into the hands of the express companies, who will insure an eight pound parcel against loss or damage in its course to Boise for \$1.23 while the postal charge of the same amount provides no insurance whatever.

And yet within the last three years a Postal Commission of Congress has declared that: "Upon the postal service more than upon anything else does the general economic as well as the social and political development of the country depend."

House of Representatives Resolution 10762, introduced by Hon. Wm. S. Bennett of New York, June 17, 1909, provides:

First for a general merchandise service in unsealed parcels at 1 cent per ounce, the old merchandise rate of 1874.

Second, for a local city sealed parcels service at 1 cent for 4 ounces, 1c each additional 2 ounces—the general sealed parcel or letter rate of Great Britain.

Third, for a local service on the rural routes—all mail matter in one class with rates as follows: Parcels up to 16x12x12 inches, 1-24th of a cubic foot in bulk and up to 1 pound in weight, one cent.

Larger parcels up to 6x12x12 inches, 1-2 the ordinary suit case or to one-half a cubic foot in bulk and up to 11 pounds in weight, 5 cents.

Larger parcels up to 6x12x24 inches or to the size of the ordinary suit case or 1 cubic foot in bulk and up to 25 pounds in weight, 10 cents.

Fourth, for the insurance of all mail matter—the ordinary rates to carry insurance up to ten dollars; the eight cent registered rate to insure up to \$25; two cents additional for each additional fifty dollars to insure up to the full value of the parcel.

While this bill falls very short of the public needs, its enactment into law would go far toward enclosing the American public from the domination of the American express companies. We believe it would increase the postal revenues by several millions of dollars a year and would save the public over a hundred million dollars a year. We ask the general public throughout the United States, with us in arousing the irresistible public opinion which will warrant Congress in the enactment of this bill into law before the close of the coming long session.

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